TAMROCK LOADERS INC.

MACHINE/ELECTRICAL CHECK LIST

MODEL 913C LOAD HAUL DUMP

Vehicle Approval No. **31-56**
Safety System Certification **31 D 53**
Vehicle Serial Number

If an MSHA approval plate is affixed to this vehicle it must meet the requirements of Part 36, Title 30, Code of Federal Regulations It is the responsibility of the user to see that this vehicle is maintained in a permissible condition and used in a permissible manner.

Listed below are the items and functions that must be maintained at all times in order to keep approval status of this vehicle. This check list should be posted for easy reference by the personnel that have been assigned this responsibility.

[WEEKLY) WHERE SHOWN ON THE FOLLOWING PAGES DESIGNATES THOSE INSPECTION CHECKS THAT MUST BE PERFORMED DURING THE WEEKLY MAINTENANCE EXAMINATION IN ACCORDANCE WITH 30 CFR. SECTION 75.1914

ALL INSPECTIONS AND TESTS SHALL BE PERFORMED IN FRESH AIR

For a complete permissibility evaluation, this check list must be used in conjunction with a Safety System Permissibility Checklist and an Electrical System Permissibility checklist:

FUEL SYSTEM

(WEEKLY) 1. ( ) No auxiliary fuel tanks have been added to this vehicle.

(WEEKLY) 2. ( ) There are no fuel leaks.

(WEEKLY) 3. ( ) The fuel cap is vented and self closing, and attached to the tank in a manner which will prevent loss during refueling. (Vent hole through center of cap must be operable.) (Figure 1)

(WEEKLY) 4. ( ) Fuel filters are installed and in working order.

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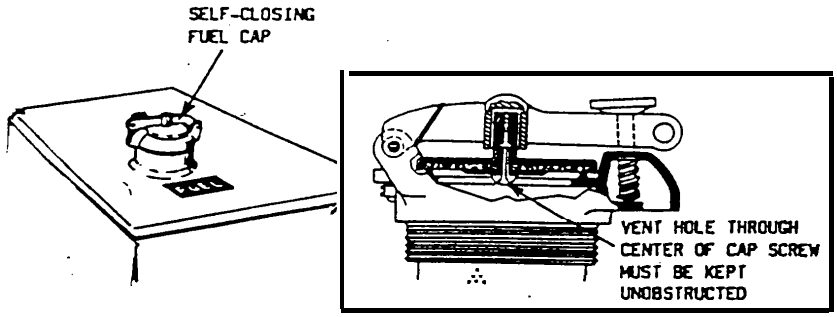

FIGURE 1

(WEEKLY) 5. ( ) Manual fuel shutoff valve installed between fuel tank and engine is accessible and operational.

(WEEKLY) 6. ( ) Fuel lines are secured and not routed near or connected to hot exhaust components and are protected from external damage

(WEEKLY) 7. ( ) The fuel injection rate adjustment mechanism and the engine governor setting are locked and sealed. (FIGURE 2)

(WEEKLY) 8. ( ) The drain plug in the fuel tank is secure.

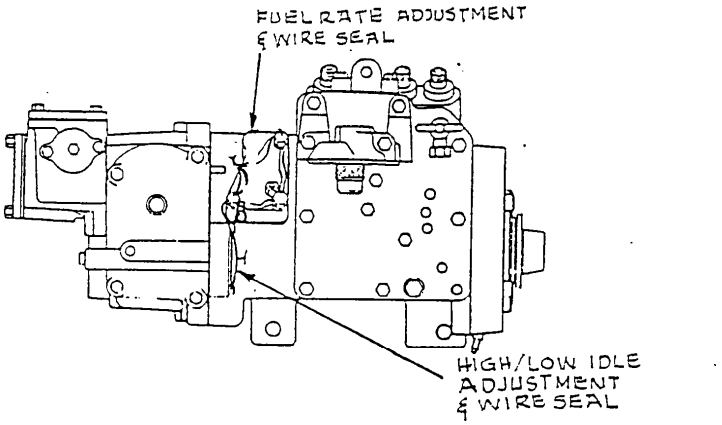

FIGURE 2 - SEALED ENGINE ADJUSTMENTS

BRAKING SYSTEM

(WEEKLY) 1. ( ) Brake tests to be conducted on a relatively level surface away from traffic areas where other machines or persons may be moving about. Consider the possible consequence of testing a machine

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with assumed braking inadequacies, and select an area where the machine would not cause an accident due to these inadequacies.

(WEEKLY) 2. ( ) The park brake is operable.

Check that it holds the vehicle from moving with the transmission controls in forward, in second gear, and with the engine operating a high RPM.

(WEEKLY) 3. ( ) The service brake is operable.

Check that it holds the vehicle from moving with the transmission in forward, in first gear, and with engine operating at high rpm.

MISCELLANEOUS

The design of the exhaust conditioner limits permissible operation to grades not exceeding 17%. The service brake will stop and hold the machine on a 32% grade: also park brake will hold the machine on a 32% grade.

(WEEKLY) 1. ( ) The vehicle has an MSHA approval plate attached to it.

(WEEKLY) 2. ( ) The vehicle is equipped with a fire extinguisher that is fully charged and of at least 5 lb dry chemical capacity.

(WEEKLY) 3. ( ) Check that fire extinguisher is ready for operation by verifying that the pressure gauge indicator is in the white zone.

4. ( ) If the unit is equipped with a tire suppression system, determine that it is operable by the following checks:

( ) a. Note general appearance for mechanical damage or corrosion.

( ) b. Check nameplate(s) for readability.

( ) c. Remove fill cap assembly.

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( ) d. Make certain extinguisher is filled with free-flowing Ansul dry chemical to the level of not more than 3 inches from the bottom of the fill opening.

( ) e. Secure fill cap, hand tighten.

( ) f. Remove cartridge from extinguisher and examine disc - seal should be unruptured.

( ) g. Return cartridge to cartridge receiver/actuator assembly, hand tighten.

( ) h. Check piping (hose, fittings and nozzles for mechanical damage and cuts.

( ) i. Check nozzle openings - slot should be closed (capped) with silicone grease or covered with black plastic blow-off cap.

( ) j. Remove cartridge from remote actuator, and examine disc - seal should be unruptured.

( ) k. Return cartridge to remove actuator assembly, hand tighten.

( ) l. Replace any broken or missing lead and wire seals.

(WEEKLY) 5. ( ) The engine will not start unless the transmission control is in the neutral position.

(WEEKLY) 6. ( ) The main air pressure gauge in the operator's compartment is operable.

(WEEKLY) 7. ( ) The exhaust difuser is attached to the scrubber outlet located on the engine end of the machine.

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ELECTRICAL LIGHTING SYSTEM

ALL ELECTRICAL ENCLOSURES MUST MEET THE FOLLOWING:

(WEEKLY) 1. ( ) All electrical enclosures (i.e., alternator, headlight switch, headlight) have an MSHA plate attached that is clearly stamped with an MSHA certification number.

(WEEKLY) 2. ( ) All electrical enclosures are securely mounted and all vulnerable electrical components are protected from physical damage.

(WEEKLY) 3. ( ) All electrical enclosures are intact (not cracked or broken); the headlight lenses are not loose. All shaft and/or pushbutton controls are operable.

(WEEKLY) 4. ( ) All threaded covers are secured from loosening by a locking screw, wire, or other means.

(WEEKLY) 5. ( ) Lo&washers or equivalent devices are provided for all bolts, screws, or studs that secure parts of the explosion proof enclosures. All bolts, screws, and studs are in place and tightened.

(WEEKLY) 6. ( ) None of the fastenings used for joints on the explosion proof enclosures are used for attaching non-essential parts or for making electrical connections.

7. ( ) AU joints forming the flame arresting paths (flanges and covers) are smooth and free from rust, corrosion, and pitting.

(WEEKLY) 8. ( ) Use feeler gauges of the appropriate size to insure the clearances in all accessible flame path joints, between the enclosures and corresponding covers, are not exceeded.

(WEEKLY) 9. ( ) Headlight(s) is/are installed at each end of the machine and operable.

(WEEKLY) 10. ( ) Headlight switch must not control or operate any electrical circuits other than headlights.

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(WEEKLY) 11. ( ) All lead entrances (packing glands) are assembled so that the cable jacket penetrates into the enclosure and when tightened, a l/8" minimum clearance remains between the packing nut and stuffing box. All packing nuts and stuffing boxes are secured from loosening by a locking screw, wire, or other means.

(WEEKLY) 12. ( ) All unused lead entrances are closed with metal plugs which are secured in place by spot welding, brazing, or equivalent.

CABLES CONNECTING ELECTRICAL COMPONENTS MUST CONTINUE TO BE:

(WEEKLY) 13. ( ) Clamped in place to prevent undue movement.

(WEEKLY) 14. ( ) Protected from mechanical damage by position, flame resistant hose conduit, metal tubing, or troughs.
NOTE: Flexible or threaded rigid metal conduit is not acceptable.

(WEEKLY) 15. ( ) Not subject to abrasion from sharp comers or edges.

(WEEKLY) 16. ( ) Isolated from hydraulic lines and hydraulic components,

(WEEKLY) 17. ( ) Isolated from fuel lines.

(WEEKLY) 18. ( ) Flame resistant if not enclosed in hose conduit. This is indicated by "MSHA" markings on the cable.

(WEEKLY) 19. ( ) If hose conduit is used, it must be securely clamped at both ends and MSHA markings appear as "Flame-Resistant, US MSHA, US MESA or USBM 2G-III."

NOTE: The following check may be performed when an electrical enclosure has been disassembled for whatever reason, or if there is cause to believe a problem exists within the enclosure.

20. ( ) Provided with short circuit protection for each power conductor.

21. ( ) Electrical connections inside the electrical enclosures are secure (not loose) and are insulated where space is limited. The ground conductors are not broken and are securely attached.

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